

**Submission # [REDACTED] Flight Crew Incident - Tail Strike N307FR**

ID: [REDACTED]  
Submitted By: John Allen

Submission Type: Flight Crew Incident  
Event Date/Time: 12/12/2021 23:00 Pacific Time (US & Canada)

Event Title: Tail Strike N307FR

**Overview**

Local Time: 12/12/2021 23:00

Primary Duties During Time of Event: Captain-Pilot Flying

Can a de-identified version of this report be published in internal airline safety publications?: Yes

**Employee Information**

Employee Number: [REDACTED]

Employee Base: [REDACTED]

Email: [REDACTED]

Phone Number: [REDACTED]

**Other Employees**

Employee 1: Alan Bartlett

Employee 1-Duty: Flight Ops-First Officer

**Flight Information**

Flight Number: 2047

Tail Number: N307fr

Aircraft Type: A320neo

Departure Airport: KMEM;MEM

Departure Runway: 18C

Scheduled Arrival Airport: KLAS;LAS

Landing Airport: KLAS;LAS

Landing Runway: 26L

Flight Phase at Start of Event: Landing

Seat Belt Sign: On

**ATC Information**

Name of ATC Facility: LSV Tower

ATC Radio Frequency (MHz): 118.75

**Geographic Location During Event**

Airport: KLAS

**Weather/Visibility**

Meteorological Conditions: VMC

Wind: 080/3

**Narratives**

Please provide a narrative about the event, including what happened, where and when the event occurred, and who was involved:

This pairing departed TPA 12/11/21 at 2309 EST and arrived LAS 0048 PST. Crew arrived at Westin on/around 0120. Crew was picked up from the Westin on 12/12/21 at 1506 PST and pushed at 1614 PST. Flight landed MEM around 2119 CST. The return flight pushed 2214 CST and landed around 2335 PST.

Flight appeared to operate normally except a PITCH call during landing. In the post flight it was discovered that the tail of the aircraft impacted the runway.

The Capt was the pilot flying and the flight operated normally. During the STAR, LAS Approach cleared us to PRINO D21.3 at 8,000' for the ILS 26L and was told to hold 210K until LARRE. After PRINO FLAPS1 was commanded and selected. At LARRE LAS Approach told us to maintain 180K until RELIN-D7.2 (FAF). Approaching SHAND FLAPS 2 was commanded and selected. Gear was selected just prior to RELIN as speed was selected. FLAPS 3 and FULL were commanded and selected. Before 1,000' AFE, AUTOTHRUST was disengaged and autopilot disconnected. Speed was approximately 140K and slowing. Passing through 1,000' stabilized criteria was met. At 500' PF commented wind had shifted from a south wind to a tail wind (3 kts). Crossing the threshold speed was VAPP -3 kts. Approximately 1,000 down the runway the landing picture looked normal and flare was started. During the flare the PITCH PITCH PITCH sounded, nose now pitch applied and the aircraft landed firm. Back stick was applied to soften the landing and the aircraft bounced. Holding back stick the aircraft settled back on the runway.

Upon clearing the runway and analyzing the situation, the PF checked the vertical height of his seat and found it to be 2" above normal (full down) position.

During the walk around the FO stated the aircraft impacted the runway.

**Please provide a narrative outlining suggestions for avoiding recurrence of this event (Debrief).:**

In conclusion I believe two factors influenced this incident. First was not catching the PF seat was not fully lowered, thus creating a sight picture 2" higher than normal. Second factor is the late operation of this flight versus body clock (landed at 0230 EST) played a factor since the PF was slow to respond swiftly enough to mitigate the PITCH PITCH PITCH calls.

**Types of Events**

**Types of Events:** Hard Landing

**Human/CRM/Individual Factors**

**Individual Factors:** Experience Level, Fatigue/Lack of Alertness